



MEETING OF THE

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1800
F: (213) 236-1825
www.scag.ca.gov

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Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

Tuesday, April 18, 2017

8:30 a.m. - 10:00 a.m.

SCAG Offices

**818 West 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800**

Videoconference Available

**San Bernardino SCAG Office
1170 W. 3rd Street, Suite 140
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Teleconference Is Available

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jane Embry at (213) 236-1826 or via email embry@scag.ca.gov.

Agendas and Minutes for the Legislative/Communications and Membership Committee are also available at:

<http://www.scag.ca.gov/committees/Pages/default.aspx>.

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Legislative/Communications and Membership Committee

April 2017

Pam O'Connor, District 41
Clint Lorimore, District 4

Chair
Vice-Chair

Member

Becerra, Glen
Clark, Margaret
Finlay, Margaret
Hagman, Curt
Martinez, Michele
McCallon, Larry
Mitchell, Judy
Murray, Kris
Pettis, Greg
Viegas-Walker, Cheryl
Wapner, Alan

Representing

District 46
District 32
District 35
San Bernardino County
District 16
District 7
District 40
District 18
District 2
District 1
SANBAG

**Legislative/Communications & Membership Committee
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LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA APRIL 18, 2017

The Legislative/Communications & Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & ROLL CALL

(Hon. Pam O'Connor, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

	Attachment	Page
1. Minutes of March 21, 2017 Meeting		1

ACTION ITEMS

2. SCAG Memberships		
• METRANS Transportation Center Associates Program - \$25,000		
• California Contract Cities Association - \$5,000		
• FuturePorts - \$5,000		
• Eno Center for Transportation - \$11,500	Attachment	7
• American Public Transportation Association - \$5,686 <i>(Darin Chidsey, Chief Operating Officer)</i>		
3. AB 91 (Cervantes) – High Occupancy Vehicle Lanes <i>(Jeff Dunn, Senior Legislative Analyst)</i>	Attachment	12
4. AB 1189 (Garcia) – Riverside County Transportation Commission: Transactions and Use Tax <i>(Jeff Dunn, Senior Legislative Analyst)</i>	Attachment	14
5. AB 1523 (Oberholte) – Local Agencies: Contracts: Design-Build Projects <i>(Jeff Dunn, Senior Legislative Analyst)</i>	Attachment	16
6. SB 150 (Allen) – Regional Transportation Plans <i>(Jeff Dunn, Senior Legislative Analyst)</i>	Attachment	18

INFORMATION ITEMS

7. Legislative Tracking Report /Bills of Interest <i>(Jeff Dunn, Senior Legislative Analyst)</i>	Attachment	21
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**LEGISLATIVE/COMMUNICATIONS &
MEMBERSHIP COMMITTEE
AGENDA
APRIL 18, 2017**

8. 2017 General Assembly Update
(Darin Chidsey, Chief Operating Officer)

Oral Report

FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 AM, Tuesday, May 16, 2017 at the SCAG Los Angeles Office.

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**March 21 2017
Minutes**

The Legislative/Communications & Membership Committee held its March 21, 2017 meeting at SCAG's downtown Los Angeles Office.

Members Present

Hon. Margaret Clark, District 32
Hon. Gene Daniels, District 24
Hon. Margaret Finlay, District 35
Hon. Clint Lorimore, District 4 (**Videoconference**)
Hon. Michele Martinez, District 16 (**Teleconference**)
Hon. Larry McCallon, District 7 (**Videoconference**)
Hon. Judy Mitchell, District 40 (**Teleconference**)
Hon. Kris Murray, District 19 (**Teleconference**)
Hon. Pam O'Connor, District 41
Hon. Greg Pettis, District 2
Cheryl Viegas-Walker (**Videoconference**)
Hon. Alan Wapner, SANBAG (**Teleconference**)

CALL TO ORDER

The meeting was called to order by the Hon. Greg Pettis at approximately 8:30 a.m. A quorum was confirmed and roll-call was taken.

PUBLIC COMMENT PERIOD

There were no public comments presented.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the Agenda.

CONSENT CALENDAR

1. Minutes of February 21, 2016 Meeting

A MOTION was made (Daniels) to approve the Consent Calendar. The MOTION was SECONDED (Finlay) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Clark, Daniels, Finlay, Lorimore, Martinez, McCallon, Murray, Pettis, Viegas-Walker, Wapner

NOES: None

ABSTAIN: None

Legislative/Communications & Membership Committee Minutes

ACTION ITEMS

2. SCAG Sponsorship

Darin Chidsey, Chief Operating Officer, stated that the sponsorship, Urban Land Institute Los Angeles – 2017 Urban Marketplace (\$7,500), allows SCAG to bring forward member jurisdictions that have done sustainability projects and have specific displays for them. This will provide the opportunity to match those projects with developers who might be interested in moving the projects forward.

Hon. Cheryl Viegas-Walker inquired if staff has identified what those sustainability projects are and which ones will be highlighted. Mr. Chidsey stated that staff is gathering this information now, and the Committee will be updated at a future meeting.

A MOTION was made (McCallon) to support the sponsorship, Urban Land Institute Los Angeles – 2017 Urban Marketplace - \$7,500. The MOTION was SECONDED (Clark) and APPROVED by a majority vote. A roll-vote was taken and recorded as follows:

AYES: Clark, Daniels, Finlay, Lorimore, Martinez, McCallon, Murray, O'Connor, Pettis, Viegas-Walker, Wapner

NOES: None

ABSTAIN: None

3. AB 1060 (Burke) – Enhanced Infrastructure Financing Districts

Darin Chidsey, Chief Operating Officer, noted that staff has been combing through thousands of bills over the last several months with specific focus on housing bills that came out of the 2016 Housing Summit. Mr. Chidsey stated that the housing bills included in the March agenda are bills which have risen to the top and have some momentum in their house of origin. There are many more bills that staff will be looking at in future months. Staff recommends support on AB 1060.

A MOTION was made (Pettis) to support AB 1060 (Burke) – Enhanced Infrastructure Financing Districts. The MOTION was SECONDED (Daniels) and APPROVED by a majority vote. A roll-vote was taken and recorded as follows:

AYES: Clark, Daniels, Finlay, Martinez, McCallon, Murray, O'Connor, Pettis, Viegas-Walker, Wapner

NOES: Lorimore

ABSTAIN: None

Legislative/Communications & Membership Committee Minutes

Hon. Viegas-Walker inquired about the criteria or ground rules on bills that SCAG will either support or oppose. Mr. Chidsey stated that if SCAG has a support or oppose position, Tim Egan, SCAG's lobbyist, or SCAG staff will attend the committee hearing to advocate SCAG's position.

4. ACA 4 (Aguiar-Curry) – Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval

Darin Chidsey, Chief Operating Officer, stated that ACA 4 would lower to 55% the voter approval threshold from the existing 2/3 of voter approval requirement to authorize local governments to impose, extend, or increase a special tax for the purposes of funding construction, rehabilitation or replacement of public infrastructure on affordable housing.

Hon. Kris Murray noted that a broader discussion needs to occur on the issues surrounding SB 743. Hon. Murray stated that because of SB 743, affordable housing is going to move forward and SCAG should be using its regional strength to encourage the legislature to make corrections before supporting a bill that will make it easier to build affordable housing, but will undoubtedly end up in court.

Mr. Chidsey stated that the bill is not directly in line with the legislative priorities that were identified and further stated that staff will remove its recommendation to support this bill. Staff will continue to monitor the bill and bring back constitutional amendments that are more directly aligned with the legislative priorities.

The LCMC Committee declined to take action on ACA 4 and recommended monitoring the bill as it moves forward.

5. SB 2 (Atkins) – Building Homes and Jobs Act

Jeff Dunn, Senior Legislative Analyst, stated that SB 2 assesses a \$75 fee on real estate recorded documents, excluding real estate sales; 50% distributed directly to local governments and the remainder allocated by the state on a competitive basis. 20% of overall funds must be allocated to affordable, workforce homeownership needs, and 10% for affordable housing needs of farmworkers. Mr. Dunn stated that staff recommends support of this bill.

Hon. Judy Mitchell stated that more research needs to be done before moving forward and inquired if there is an estimate on how much money would be generated.

Jeff Dunn stated that he has the committee analysis on this bill and this information is notably absent. Mr. Dunn said he assumes those figures are not yet available.

A MOTION was made (Mitchell) to monitor SB 2 (Atkins) – Building Homes and Jobs Act in order to research details of the allocation of funds. The MOTION was SECONDED (Murray) and APPROVED by a majority vote. A roll-vote was taken and recorded as follows:

AYES: Clark, Daniels, Finlay, Martinez, McCallon, Mitchell, Murray, O'Connor, Pettis, Viegas-Walker, Wapner

Legislative/Communications & Membership Committee Minutes

NOES: None

ABSTAIN: None

6. SB 3 (Beall) – Affordable Housing Bond Act of 2018

Jeff Dunn, Senior Legislative Analyst, stated that SB 3 would put a \$3 billion housing bond before voters on the November 6, 2018 general election ballot to finance various existing housing programs and infill infrastructure financing and affordable housing matching grant programs. The bond would provide \$1.5 billion for rental housing for persons with incomes of up to 60% of median income; \$600 million for Transit-Oriented Development and Infill Infrastructure; \$600 million for farmworkers and other affordable housing projects; and \$300 million to CalHome Program among other provisions. Staff recommends support of this bill.

A MOTION was made (Mitchell) to support SB 3 (Beall) – Affordable Housing Bond Act of 2018. The MOTION was SECONDED (Viegas-Walker) and APPROVED by a majority vote. A roll-vote was taken and recorded as follows:

AYES: Daniels, Finlay, Martinez, McCallon, Mitchell, O’Connor, Pettis, Viegas-Walker, Wapner

NOES: None

ABSTAIN: Clark, Murray

7. AB 540 (Roth) – Workforce Housing Opportunity Zone

Jeff Dunn, Senior Legislative Analyst, stated that SB 540 would authorize local governments to create Workforce Housing Zones to expedite development of projects providing housing units within those zones by preparing an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) and adopting a specific plan that would streamline the approval process for the projects proposed within the zone that are consistent with the plan. Staff recommends support to provide additional tools to local governments to increase housing development within their jurisdictions.

A MOTION was made (Clark) to support SB 540 (Roth) – Workforce Housing Opportunity Zone. The MOTION was SECONDED (Finlay) and APPROVED by a majority vote. A roll-vote was taken and recorded as follows:

AYES: Clark, Daniels, Finlay, Martinez, McCallon, Mitchell, O’Connor, Pettis, Viegas-Walker, Wapner

NOES: None

ABSTAIN: None

Legislative/Communications & Membership Committee Minutes

8. S. 496 (Duckworth) – Metropolitan Planning Organization Coordination and Planning Area Reform Repeal

Jeff Dunn, Senior Legislative Analyst, stated that S. 496 would repeal the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled “Metropolitan Planning Organization Coordination and Planning Area Reform.” Staff recommends support of this bill.

A MOTION was made (McCallon) to support S. 496 (Duckworth) – Metropolitan Planning Organization Coordination and Planning Area Reform Repeal. The MOTION was SECONDED (Wapner) and APPROVED by a majority vote. A roll-vote was taken and recorded as follows:

AYES: Clark, Daniels, Finlay, Lorimore, Martinez, McCallon, Mitchell, O’Connor, Pettis, Viegas-Walker, Wapner

NOES: None

ABSTAIN: None

INFORMATION ITEMS

9. AB 342 (Chiu) – Vehicles: Automated Speed Enforcement: Five-Year Pilot Program

Darin Chidsey, Chief Operating Officer, stated that AB 342 would authorize the City of San Jose and the City and County of San Francisco to implement a 5-year pilot program utilizing an automated speed enforcement system for speed limit enforcement on certain streets. The legislation would require that the system meet specified requirements, including the deployment of signage and training for personnel to operate the systems. The bill would allow for a civil penalty not to exceed \$100. In addition, the bill would require the Department of Motor Vehicles and the Franchise Tax Board to treat delinquency of payments similarly to other delinquent payments related to the operation of a vehicle. Staff is monitoring this legislation as it may have future public safety considerations that could be beneficial to the SCAG region.

10. 2017 SCAG Legislative Reception/DC California Transportation Reception

Darin Chidsey, Chief Operating Officer, provided an overview of the 2017 SCAG Legislative Reception and the DC California Transportation Reception.

11. Legislative Tracking Report/Bills of Interest

Jeff Dunn, Senior Legislative Analyst, provided an overview of bills of interest and noted that the most current Legislative Tracking report is available on SCAG’s website under the Legislative section.

FUTURE AGENDA ITEMS

There were no future agenda items presented.

Legislative/Communications & Membership Committee Minutes

ANNOUNCEMENTS

Hon. Gene Daniels was celebrated and honored for his service to SCAG and the City of Paramount.

ADJOURNMENT

Chair Pam O'Connor adjourned the meeting at approximately 10:00 a.m. The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m. – 10:00 a.m., Tuesday, April 18, 2017.

Reviewed by:



Darin Chidsey
Chief Operating Officer

REPORT

DATE: April 18, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Chief Operating Officer; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: SCAG Memberships

RECOMMENDED ACTION:

Approve

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) is asked to approve up to \$51,187 in memberships for: 1) METRANS Transportation Center Associates Program (\$25,000); 2) California Contract Cities Association (\$5,000); 3) FuturePorts (\$5,000); 4) Eno Center for Transportation (\$10,500); and 5) American Public Transportation Association (\$5,687).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:**1) METRANS Transportation Center Associates Program – \$25,000**

The METRANS Transportation Center is one of the key transportation research, education, and outreach centers in the United States. With its focus on solving transportation problems of large metropolitan areas, it has used Southern California as a laboratory and developed methods to increase the efficiency and sustainability of the region's transportation systems. As a partnership of two of the largest universities in the region—University of Southern California (USC) and California State University, Long Beach (CSULB)—the Center trains the region's transportation professionals in engineering, urban planning, logistics, economics and public policy. Through conferences, workshops, and comprehensive media programs, METRANS serves as the regional focus for research dissemination and policy outreach. METRANS is a United States Department of Transportation-designated University Transportation Center.

The METRANS Associates Program provides the core support for METRANS. It serves as a model of collaboration between the University community, corporations, and government agencies who come together to study emerging trends and forecasts in goods movement and international trade, discuss relevant and timely developments in transportation policy, and share best practices in the field. METRANS Associates enjoy unparalleled access to USC and CSULB faculty and other policy experts and leaders in transportation. Additionally, METRANS Associates receive access to exclusive

educational opportunities and outreach programming that explore timely and relevant topics in transportation, and provide access to an elite network of professionals working in the field. METRANS Associates also have access to the intellectual capital provided by graduate students and faculty at USC and CSULB, who are available to assist with a variety of planning and analysis projects within transportation.

SCAG staff is recommending that the agency maintain membership at the “Silver Partner” level in the amount of \$25,000, which will provide SCAG with the following:

- Membership on the METRANS Advisory Board;
- Invitation to the Annual Transportation Policy Retreat;
- Invitation to quarterly transportation policy Fireside Chats with USC and CSULB faculty and other leading transportation experts;
- Half page feature in METRANS quarterly newsletter, METRANS News;
- Free registration at all METRANS/CSULB Center for International Trade and Transportation (CITT) events, including the National Urban Freight Conference;
- Recognition as METRANS Associate Silver Partner and Sponsor at all METRANS/CITT events, including the National Urban Freight Conference, Town Hall meetings, and the annual Seminar Series;
- Invitation to all VIP receptions held in conjunction with METRANS/CITT events; and
- Recognition on METRANS website and other communication materials.

SCAG has supported METRANS over the past several years by being a sponsor of the National Urban Freight Conference. With this enhanced partnership with METRANS, SCAG would no longer need to sponsor that event as its benefits, as well as registration, are included with the overall membership of the METRANS program. SCAG has written many letters of support on their behalf, which have contributed to their success in competing for state and federal research grants. In addition, METRANS has supported SCAG activities in the past, and a number of former interns at SCAG were from the METRANS Transportation Center.

2) **California Contract Cities Association – \$5,000**

California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The general purpose of CCCA is to serve as a rallying point for cities contracting for municipal services to insure constituents the best service at the minimum cost. Through municipal seminars, education, exchange of ideas and information, the association combines resources to influence policy decisions affecting member cities. The California Contract Cities Association’s Associate Members Program fosters mutually beneficial public/private partnerships, and for many years, member cities have been using public/private partnerships to provide the essential public services that make cities even better for the benefit of their communities. The Associate Members Program formalizes these relationships and provides an open networking platform for businesses, non-profit organizations, member cities’ local elected officials, and city decision-makers to collectively conquer the unique challenges facing contract cities.

SCAG staff is recommending that the agency maintain membership at the “Silver” level in the amount of \$5,000, which will provide SCAG with the following:

- An opportunity to attend monthly CCCA Board of Directors Meetings (meal cost included for one (1) company representative);
- Link to SCAG website in Associate Members Directory on CCCA website;
- Sponsor recognition (including signage) at educational seminars;
- Access to CCCA membership roster and conference registration lists.
- One (1) registration at the Annual Municipal Seminar;
- Participation on the Associate Members Program Steering Committee; and
- Access to select CCCA City Managers/Administrators Committee meetings.

3) FuturePorts– \$5,000

FuturePorts was established in 2005 and serves as a voice for their members in the goods movement supply chain in order to advocate for balance between business, environment, and community concerns at the San Pedro Bay Ports (Ports of Los Angeles and Long Beach). Their members represent the entire goods movement supply chain, including businesses that support the goods movement industry, as well as labor and trade unions that work at the ports. Their objective is to ensure a healthy economic and environmental future supporting green growth at the ports. In the ten years since it was founded, FuturePorts has positioned itself as a leader in the movement for rational and balanced growth, representing business interests at both the Ports of Los Angeles and Long Beach commission meetings; Los Angeles and Long Beach city council meetings; public hearings; and other community events. They write letters, provide outreach, and engage the support of other business organizations and stakeholders as we work toward common goals of growing and greening our ports.

SCAG has been a sponsor of the annual FuturePorts conference in the past, but the growing importance of goods movement to the Southern California economy is making it increasingly necessary for the agency to maintain its ability to effectively participate in dialogue and discussion on such an important facet of the region’s economy.

SCAG staff is recommending that the agency maintain membership in FuturePorts. This unique membership/sponsorship package, in the amount of \$5,000, includes both membership dues as well as sponsorships of the following FuturePort events:

- Sponsorship of the annual FuturePorts conference at the “Gold Level,” which includes:
 - o Ten (10) conference registrations;
 - o Full page black and white advertisement in the Conference Program;
 - o A six foot exhibitor table;
 - o Logo listing on all promotional materials (advertising, flyers, website);
 - o Logo listing on PowerPoint “loop” during breaks; and
 - o Verbal recognition at event.
- Sponsorship of the Fall VIP Reception
- Sponsorship of the Monthly Luncheon

4) **Eno Center for Transportation– \$10,500**

The Eno Center for Transportation’s mission is to seek continuous improvement in transportation and its public and public private leadership in order to increase the system’s mobility, safety, and sustainability. Eno works across all modes of transportation, with the mission of cultivating creative and visionary leadership for the sector. They pursue this mission by supporting activities in their Center for Transportation Policy (CTP) and their Center for Transportation Leadership (CTL).

With the expiration of the Moving Ahead for Progress in the 21st Century Act (MAP-21), it is essential that the agency is proactive and contributes to the development of the next surface transportation reauthorization bill. Eno’s Board of Directors includes executives from The Boeing Company, Parsons Brinkerhoff, and Mineta and Associates, as well as former executives from Maersk and AECOM.

SCAG staff is recommending that the agency maintain membership at the “Gold Connector” level. Although this level of membership typically costs organizations \$15,000, SCAG receives a 30-percent discount as a government agency, thus bringing the amount down to \$10,500. This membership provides the agency with the following benefits:

- Ten (12) complimentary subscriptions to Eno Transportation Weekly (ETW);
- Complimentary half-page color advertisement in ETW;
- Opportunity to contribute relevant articles to ETW;
- Exclusive participation in Eno Working Group projects;
- One (1) “Signature” sponsorship table at Eno’s Annual Future Leaders Development Conference Fundraising Dinner;
- Six (6) daily rate tuition waivers for Eno Center for Transportation Leadership training courses;
- Special membership discounts to events, training courses and publications;
- Priority access to limited-space events and webinars;
- Access to member-only content via Member Portal;
- Job and RFP viewing and posting permission on Eno Career and Workforce Center;
- Access to online Membership Directory
- Monthly Member-only expert-led Policy Calls on current and breaking news events, policy, and legislation;
- Access to the Eno Transportation Library; and
- Discounted fees for specialized Eno services (e.g., consultation, facilitation, resource support, custom reports, technical assistance, etc.).

5) **American Public Transportation Association– \$5,687**

The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. An annual membership provides SCAG with access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the

REPORT

latest industry research and data, and professional development. These benefits are valuable in light of recent and continued work in Congress on the next federal transportation reauthorization bill.

FISCAL IMPACT:

\$51,187 for memberships is included in the approved FY 16-17 General Fund budget.

ATTACHMENTS:

None.

Reviewed by:



Darin Chidsey, Chief Operating Officer

Reviewed by:



Basil Panas, Chief Financial Officer

REPORT

DATE: April 18, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeffrey Dunn; Sr. Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: AB 91 (Cervantes) – High Occupancy Vehicle Lanes

RECOMMENDED ACTION:

Oppose

EXECUTIVE SUMMARY:

AB 91 would require carpool lanes in Riverside County to convert to “part-time” operation, meaning that any vehicle could access them during non-peak traffic hours. Non-peak traffic hours are determined by Caltrans. AB 91 would make an exception for paid toll lanes, such as the 91 Freeway Express Lanes. The Riverside County Transportation Commission (RCTC) opposes this bill on several grounds, including that it potentially jeopardizes federal funds used to construct HOV lanes in Riverside County; it will jeopardize the region’s efforts to meet federally mandated air quality attainment goals and likely require Riverside County to implement replacement projects for the air quality benefits lost by converting the lanes; and individual county HOV lane use should not be legislated but should be determined from analysis and consultation by the affected state and local transportation agencies. Staff recommends oppose.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

AB 91 would require HOV lanes in Riverside Co. to become part-time HOV lanes only, convert to general flow lanes during non-peak traffic hours as determined by Caltrans. The bill, as amended, in response to concerns raised by the Riverside County Transportation Commission (RCTC) specifies that its provisions apply only to the extent that they do not endanger federal funding.

In offering this bill, the author notes that many residents of Riverside County work in Los Angeles and Orange counties, and thus experience long commutes on a regular basis. The author asserts that because of the importance of the freeway system to Riverside County, heavy traffic can and does occur at any time and carpool lanes often lay empty while late night traffic jams frustrate drivers. The author asserts that flexibility in carpool lane access would make their use more efficient before and after rush hour, and would have notable benefits to residents’ quality of life.

The federal funding concern cited by the RCTC recognizes that HOV lanes in the county were built in part by federal Congestion Mitigation and Air Quality (CMAQ) funds to help achieve emissions reductions under the Clean Air Act and converting these to part time HOV lanes could possibly lead to a

REPORT

cause of action for the federal government to demand return of part or all of these funds. Though the amended bill attempts to address this issue and thus tacitly acknowledges that federal funds could be jeopardized, it remains unclear how and by whom a determination would be made that federal funds would or would not be endangered.

Additionally, a forced conversion of HOV lanes will eliminate air quality benefits that are needed within the Regional Transportation Plan (RTP) meeting Clean Air Act attainment standards. If the conversion of HOV lanes to part-time operation is determined to undermine air quality emission benefits, RCTC may be required to implement other measures or projects that would at least equal to the emission benefits provided by full-time HOV operations. Typically, replacement air quality projects in the RTP (called Transportation Control Measures – or TCMs) need to be within the same general vicinity of the original project(s). RCTC notes that it would be very difficult for western Riverside County to do this and would come at an unknown and high cost, if it is feasible at all. If one county/sub-region within the RTP fails to make air quality conformity as a result of the conversion of HOV lanes to part time and equivalent TCMs are not developed, it carries attainment risks for the entire 6-county SCAG region.

Finally, at its policy committee hearing last month, the committee noted that typically decisions to substantially change the operational characteristics of HOV lanes are made cooperatively between Caltrans, the regional transportation agency, and the Federal Highway Administration, based on traffic engineering analyses, rather than via individual legislative bills. RCTC has expressed its position that the details of highway operations such as this, especially on a county-by-county basis, should not be legislated when Caltrans already possesses authority to make these operational determinations as it sees beneficial, based on data and dynamics of each corridor.

Staff concurs with the recommendations of its sister agency for the reasons herein described: it potentially jeopardizes and requires repayment of federal monies already spent; potentially requires construction and implementation of replacement TCMs for which RCTC has no identified funding and which may not be feasible; jeopardizes federally mandated air quality attainment in Riverside County and potentially for the six-county region; and as a matter of policy individual county level HOV use should not be legislated from Sacramento. Staff recommends oppose.

The bill reported out of Assembly Transportation Committee on March 20, 2017 by 11-2 vote despite the Chair's opposition. The bill is referred to Assembly Appropriations Committee, no is hearing set.

ATTACHMENTS:

None

REPORT

DATE: April 18, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeffrey Dunn; Sr. Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: AB 1189 (Garcia) - Riverside County Transportation Commission: transactions and use tax

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

AB 1189 revises Section 240306 of the Public Utilities Code to authorize the Riverside County Transportation Commission (RCTC) to place before the Riverside County voters an additional one-half or one-quarter of one cent sales tax measure (in addition to the one-half cent tax previously approved by voters) providing for a maximum tax rate of one percent for transportation projects and programs in Riverside County.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

AB 1189 (Garcia) enables RCTC the option to ask Riverside County voters for an additional one-half or one-quarter of one cent sales tax measure in addition to Measure A previously passed and extended by voters, to provide for a maximum one-percent tax for transportation in Riverside County.

Riverside County was among the first wave of "Self-Help Counties" to emerge in the 1980's authorizing local voter-approved sales taxes dedicated to transportation which, today, accounts for more than half of all transportation investment in California. Measure A, a half-cent sales tax measure, was approved by Riverside County voters in 1988 with 78.8% approval. This original measure ran for 20 years and did sunset in 2009. Measure A was reauthorized by the voters in 2002 with 69.2% approval and will now sunset in 2039.

Under status quo funding, RCTC's Strategic Assessment reveals a \$15.8 billion shortfall to build the capital infrastructure to sustain the county's needs by 2039 (including transit, active transportation, highways, and rail), and a \$238 million deficit for transit maintenance and operations. Returning to the self-help model is the single most effective way to address these needs that also maintains voter confidence that their tax dollars will remain local and be spent on projects of greatest importance to voters. Self-help funds also leverage state and federal dollars

REPORT

AB 1189 passed the Assembly Committee on Local Government on April 5, 2017 by 6-2 vote. It is in the Assembly 2nd Reading file. In addition to RCTC, the bill's sponsor, AB 1189 is supported by the Coachella Valley Association of Governments and the California State Council of Laborers; it is opposed by the Howard Jarvis Taxpayers Association.

Staff recommends support consistent with its adopted 2017 state legislative priorities and long-standing board policy of support of local voter approved sales tax measures to increase funding for transportation purposes.

ATTACHMENTS:

None

REPORT

DATE: April 18, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeffrey Dunn; Sr. Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: AB 1523 (Obernolte) – Local agencies: contracts: design-build projects

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

AB 1523 (Obernolte), sponsored by SCAG partner agency San Bernardino County Transportation Authority (SBCTA), would authorize local transportation agencies, cities and counties to utilize the design-build procurement process for local street and road projects. Staff recommends support consistent with long-standing board support of innovative procurement methods, including design-build, under the policy umbrella of support of expedited delivery of transportation projects.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

Design-Build is a project delivery process in which both the design and construction of a project are procured from a single entity. Design-build allows for an expedited project delivery schedule by allowing design and construction activities to proceed concurrently rather than sequentially for much of the project development. Alternatively, under the more common design-bid-build approach, design of the project is completed first, and then an offer is made to qualified contractors for bid, awarding it to the lowest responsible and responsive bidder.

In 2014, the Legislature passed AB 401 (Daly) authorizing the Department of Transportation (Caltrans) and regional transportation agencies to utilize the design-build procurement process on projects on or adjacent to state highway projects or expressway projects.

However also in 2014 the Legislature passed SB 785 (Wolk) authorizing state and local agencies to utilize the design-build procurement process for specified public works projects and also authorized the use of the design-build process for public transit projects. This bill did not include use of the design-build process for local street and road projects. SB 785 was a bill intended to eliminate inconsistencies in existing design-build law to provide agencies with a general authorization to develop projects using design-build into a single “boilerplate” for use by state agencies, counties, cities, water municipalities, transit operators and others.

REPORT

However according to the sponsor the current prohibition on using the design-build procurement process for local streets and roads goes too far and unnecessarily limits the project delivery tools needed by local government to meet current and future transportation needs. Local street and road projects are the only transportation infrastructure projects in which local transportation agencies are unable to use design-build.

In particular, SBCTA cites immediate need for design-build authority for the Mt. Vernon Avenue Viaduct project in the city of San Bernardino. Implementation of the design-build process in this circumstance allows an expedited approach to eliminate a safety concern and restore a major north-south arterial within the City of San Bernardino to fully serve residents and businesses.

The Mt. Vernon Avenue Viaduct is a 1,016 foot bridge built in 1934 that spans over the Burlington Northern Santa Fe Railroad (BNSF) Railway Intermodal Yard in the City of San Bernardino. The BNSF Intermodal Yard accommodates 20 train tracks owned by BNSF, and used Metrolink as well as AMTRAK using 154 trains per day.

In 1997, Caltrans inspectors determined the bridge had a sufficiency rating of less than 50 out of a possible 100, which is considered structurally deficient and functionally obsolete. Since 2004, the bridge has been closed to traffic twice to shore up support columns and, although it remains in service for passenger vehicles, it now prohibits commercial vehicles from crossing the bridge.

In 2011, the City of San Bernardino obtained environmental clearances to replace the bridge and is completing the design and right of way process. The City entered into a Memorandum of Understanding in 2016 with SBCTA to oversee the bridge replacement project because of SBCTA's extensive experience in delivering similarly large complex projects.

SBCTA is prevented from using the design-build process on the Mt. Vernon Avenue Viaduct project and is seeking legislation to permit use of design-build authority for local streets and roads projects, such as the Mt. Vernon Avenue Viaduct project. Citing constrained state and federal infrastructure resources, SBCTA asserts this legislative fix to provide an additional tool to local cities and counties and local agencies to more expeditiously deliver transportation projects to their respective communities.

Staff recommends support consistent with long-standing board supporting innovative procurement methods for transportation projects, including specifically design-build. The bill is referred to Assembly Committee on Local Government with first policy hearing scheduled on April 26, 2017.

ATTACHMENTS:

None

REPORT

DATE: April 18, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeffrey Dunn; Sr. Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: SB 150 (Allen) - Regional Transportation Plans

RECOMMENDED ACTION:

Oppose

EXECUTIVE SUMMARY:

SB 150 (Allen) would require the Air Resources Board (ARB) to update greenhouse gas (GHG) emission reduction targets it provides to regional transportation planning agencies that must be included within its sustainable communities' strategy (SCS) to be consistent with applicable state law or executive order, including meeting the 40% below 1990 level by December 31, 2030 target, among others. The bill would further require that the SCS include an appendix outlining the region's transportation planning and programming activities, with transportation projects to be prioritized based on a project's ability to meet certain criteria and objectives relative to reduction in criteria air pollutants and vehicle miles traveled, in addition to maximization of co-benefits such as public health, social equity, and conservation. The bill also requires ARB to monitor each metropolitan planning organization's (MPO's) SCS and to submit a progress report every 4 years to the California Transportation Commission, which would include an assessment of whether the MPO is on track to achieve a 15% reduction in vehicle miles traveled (VMT) by 2050 and the GHG emissions reductions target in the SCS. Staff recommends oppose.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

Existing law requires, under the California Global Warming Solutions Act of 2006 (also known as AB 32), the Air Resources Board (ARB) to determine the 1990 statewide GHG emissions level and approve a statewide GHG emissions limit that is equivalent to that level to be achieved by 2020, and to adopt GHG emissions reductions measures by regulation. Existing law (SB 32) also requires ARB to ensure that statewide GHG emissions are reduced to at least 40% below the 1990 level by December 31, 2030. Current law also requires MPOs to prepare and adopt regional plans and sustainable communities' strategy (SCS) or alternative communities' strategy (ACS) to develop a coordinated regional transportation system to achieve these goals.

SB 150 as amended would:

REPORT

- 1) Require ARB to update regional GHG emissions reductions targets to be consistent with any applicable state law or executive order including but not limited to the 40% below 1990 level by December 31, 2030 target;
- 2) Require the ARB to include an assessment of the portion of GHG emissions reductions that will need to be met by a reduction in vehicle miles traveled (VMT);
- 3) Require the ARB to conduct at least two public workshops to solicit stakeholder input prior to updating the regional GHG emissions reductions targets;
- 4) Add a required appendix to sustainable communities strategy that, among other things, *prioritizes projects* (emphasis added) by (i) reducing VMT, (ii) maximizing cobenefits, (iii) reducing carbon dioxide emissions from cars and light-duty trucks, (iv) increasing the daily time spent walking or bicycling for transportation purposes, and (v) decreasing the proportion of income spent on transportation and housing by low-income and lower middle-income households;
- 5) Requires by March 1, 2018 and every four years thereafter, ARB to prepare a report to the California Transportation Commission indicating each MPO's progress toward achieving a *15% reduction in vehicle miles traveled by 2050 and the GHG emissions reductions target in the SCS*. (emphasis added).

Staff recommends opposition to SB 150 most importantly for its requirement that MPOs prioritize projects in its RTP based upon the enumerated criteria in an appendix. This is problematic for a number of reasons including, first, that it is unfeasible in a region as large as SCAG with thousands of projects contained within its RTP/SCS. For many projects, significant resources already have been spent and work has been performed getting these projects to various levels of project delivery readiness. Deprioritizing these projects would result in sacrificing valuable transportation dollars that have already been spent on many of these projects. Furthermore, there are 'color' of money issues that could make it impossible to defund projects that are already committed and shift them to other projects.

Additionally, in the SCAG region a prioritized list of projects would be comprised of several county transportation commission projects that include hundreds of transportation projects included within and/or prioritized by voter-approved sales tax measures. Re-prioritizing voter approved projects through sales tax expenditure plans based on new criteria that were not disclosed in the ballot measures authorizing the tax that fund these projects would likely lead to legal challenges that could substantially delay and increase costs of developing many projects.

At the policy level, the underlying premise of prioritizing projects based upon the specified criteria of the bill fails to recognize the holistic approach of the RTP/SCS in the SCAG region to achieve GHG emissions reductions. The SCAG region is highly diverse from demographic, geographic and land use perspectives. The VMT/GHG impacts that individual projects may produce either direct or induced, is balanced at the regional level by a wide array of other projects and strategies to reduce VMT/GHG. The proposed legislation would disaggregate VMT/GHG reductions in the SCAG region and could jeopardize our ability to rely on investments made on rail, BRT and bike projects in LA County to offset higher GHG emission per capita in other counties to demonstrate compliance as a region, for example.

Finally, the bill seems to misinterpret the intent of the provision of 15% total VMT reduction by 2050 (as contained in ARB's Draft Scoping Plan and Mobile Source Strategy) as the bill implies that it's the sole responsibility of the MPOs to achieve this VMT reduction goal. It's important to note that at the

REPORT

ARB Board meeting on March 23, ARB staff's presentation made it clear that the 15% VMT reduction is the *joint responsibility* of the state and MPOs through their RTPs/SCSs. This point has also been clarified through the MPO/ARB consultation process with respect to the SB 375 target update, consistent with the language of the Draft Scoping Plan and Mobile Source Strategy. In addition, the requirement to reduce VMT by 15% by 2050 at a county level would be daunting in the SCAG region, considering the region's differing land use intensities and alternative transportation options. Consider Imperial County versus Los Angeles County and the distances traveled to reach services as well as the options for travel. People use the transportation system to access destinations, and the proposed project prioritization criteria omit an important accessibility metric. The movement of people and goods and efficient access to destinations, regardless of the mode of transportation, should be the focus.

For the forgoing reasons, staff recommends that the LCMC forward an oppose position on SB 150. The bill, in addition to being unfeasible to implement in the SCAG region, would increase both project development costs and legal challenge to potentially many projects. We assert, too, that its policy underpinning is contrary to the integrated transportation and land-use interrelationship that is fundamentally necessary in a large, diverse region like SCAG to most effectively achieve the state's GHG emissions reduction goals.

SB 150 passed the Senate Environmental Quality Committee on April 5, 2017 by 5-2 vote, and is referred to the Senate Transportation and Housing Committee with hearing scheduled April 25, 2017.

The bill is co-sponsored by ClimatePlan, Natural Resources Defense Council and TransForm, and is supported by 350 Bay Area ,Bike San Gabriel Valley, California Bicycle Coalition, California League of Conservation Voters, California Walks, Catholic Charities of the Diocese of Stockton, Center for Biological Diversity, Center for Climate Change and Public Health, Coalition for Clean Air, COAST, Marin County Bicycle Coalition, National Parks Conservation Association, Public Advocates, Safe Routes to School National Partnership, Santa Barbara Bicycle Coalition (SBIKE), Sierra Club California, Sequoia Riverlands Trust, Sunflower Alliance, The Nature Conservancy, Trust for Public Land, and Voices for Progress Education Fund.

There is not yet on-record opposition to the bill though opposition is expected from MPOs and transportation commissions from around the state in the near future.

ATTACHMENTS:

None

SCAG Legislative Tracking Report Thursday, April 13, 2017

AB 1 (Frazier D) Transportation funding.

Introduced: 12/5/2016

Status: 1/19/2017-Referred to Coms. on TRANS. and NAT. RES.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.

History:

2016

Read first time. To print.

From printer. May be heard in committee January 5.

2017

Referred to Coms. on TRANS. and NAT. RES.

Organization: SCAG

Position: Tracking

AB 13 (Eggman D) —580 Marine Highway.

Introduced: 12/5/2016

Status: 4/3/2017-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require the Department of Transportation to implement and oversee the —580 Marine Highway corridor project to reduce traffic by facilitating a permanent shift in container traffic away from truck transport to marine transport between the Port of Oakland and the Port of Stockton. The bill would require that the project be funded by an appropriation in the Budget Act of 2017 of \$85,000,000.

History:

2016

Read first time. To print.

From printer. May be heard in committee January 5.

2017

Referred to Com. on TRANS.

In committee: Set, first hearing. Hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

AB 17 (Holden D) Transit Pass Program: free or reduced-fare transit passes.

Introduced: 12/5/2016

Status: 1/19/2017-Referred to Com. on TRANS.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/24/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Would create the Transit Pass Program to be administered by the Department of Transportation. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.

History:

2016

Read first time. To print.
From printer. May be heard in committee January 5.

2017

Referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 18 (Garcia, Eduardo D) California Clean Water, Climate, Coastal Protection, and Outdoor Access For All Act of 2018.

Introduced: 12/5/2016

Last Amended: 2/23/2017

Status: 3/20/2017-Read third time. Urgency clause adopted. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 3/20/2017-S. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would enact the California Clean Water, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3,105,000,000 pursuant to the State General Obligation Bond Law to finance a clean water, climate, coastal protection, and outdoor access for all program. This bill contains other related provisions.

History:

2016

Read first time. To print.
From printer. May be heard in committee January 5.

2017

Referred to Com. on W.,P., & W.
From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 5.) (February 7). Re-referred to Com. on APPR.
From committee: Amend, and do pass as amended. (Ayes 12. Noes 5.) (February 22).
Read second time and amended. Ordered returned to second reading.
Read second time. Ordered to third reading.
Coauthors revised.
Read third time. Urgency clause adopted. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Organization: SCAG

Position: Tracking

AB 28 (Frazier D) Department of Transportation: environmental review process: federal pilot program.

Introduced: 12/5/2016

Last Amended: 3/2/2017

Status: 3/29/2017-Signed by the Governor

Location: 3/29/2017-A. CHAPTERED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision. The bill would repeal that provision on January 1, 2020. This bill would declare that it is to take effect immediately as an urgency statute.

History:

2016

Read first time. To print.
From printer. May be heard in committee January 5.

2017

Referred to Coms. on TRANS. and JUD.
Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (January 30). Re-referred to Com. on APPR.

Coauthors revised. From committee: Do pass. (Ayes 11. Noes 0.) (February 8).
 Read second time. Ordered to third reading.
 Read third time. Urgency clause adopted. Passed. Ordered to the Senate. (Ayes 73. Noes 0. Page 312.). In Senate. Read first time. To Com. on RLS. for assignment.
 Referred to Com. on T. & H.
 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (February 28).
 Read second time and amended. Re-referred to Com. on APPR.
 From committee: Do pass. (Ayes 7. Noes 0.) (March 13).
 Read second time. Ordered to third reading.
 Read third time. Urgency clause adopted. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate amendments pending. May be considered on or after March 18 pursuant to Assembly Rule 77.
 Senate amendments concurred in. To Engrossing and Enrolling. Enrolled and presented to the Governor at 2:30 p.m.

Organization: SCAG
Position: Support

AB 30 (Caballero D) Environmental quality: judicial review: strip mall conversion housing projects.

Introduced: 12/5/2016
Last Amended: 4/3/2017
Status: 4/6/2017-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.
Location: 4/6/2017-A. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

CEQA requires that an action or proceeding to attack, review, set aside, void or annul a determination, finding, or decision of a public agency, as provided, on the grounds of noncompliance with its provisions be brought in accordance with specified law governing administrative mandamus. CEQA requires a court to make specified orders if it finds that any determination, finding, or decision of a public agency has been made without compliance with CEQA, but prohibits a court from enjoining certain projects unless the court makes specified findings. This bill would similarly prohibit a court from enjoining a qualified strip mall conversion housing projects, as defined, unless the court makes specified findings.

History:

2016

Read first time. To print.
 From printer. May be heard in committee January 5.

2017

Referred to Coms. on L. GOV. and H. & C.D.
 From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.
 Re-referred to Com. on L. GOV.
 Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

Organization: SCAG
Position: Tracking

AB 33 (Quirk D) Transportation electrification: electric vehicle service equipment: electrical corporations: rates.

Introduced: 12/5/2016
Last Amended: 3/23/2017
Status: 3/27/2017-Re-referred to Com. on C. & C.
Location: 3/23/2017-A. C. & C.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/26/2017 1:30 p.m. - State Capitol, Room 437 ASSEMBLY COMMUNICATIONS AND CONVEYANCE, SANTIAGO, Chair

Summary:

Would require the PUC, by March 30, 2018, in consultation with the State Air Resources Board and the Energy Commission, to authorize electrical corporations to offer programs and investments in electric vehicle service equipment, as defined, installed in residential garages of customers who purchase a used electric vehicle. The bill would require that the programs and investments be designed to

accelerate widespread transportation electrification, achieve ratepayer benefits, reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases.

History:

2016

Read first time. To print.
From printer. May be heard in committee January 5.

2017

Referred to Com. on C. & C. From committee chair, with author's amendments: Amend, and re-refer to Com. on C. & C. Read second time and amended.
Re-referred to Com. on C. & C.

Organization: SCAG

Position: Tracking

AB 45 (Thurmond D) California School Employee Housing Assistance Grant Program.

Introduced: 12/5/2016

Last Amended: 4/6/2017

Status: 4/6/2017-Read second time and amended.

Location: 4/6/2017-A. ED.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Calendar:

4/19/2017 1:30 p.m. - State Capitol, Room 126 ASSEMBLY EDUCATION, O'DONNELL, Chair

Summary:

Would require the California Housing Finance Agency to administer a program to provide financing assistance, as specified, to a qualified school district, as defined, and to a qualified developer, as defined, for the creation of affordable rental housing for school employees, including teachers. The bill would require the State Department of Education to certify that a school district seeking a grant meets the definition of qualified school district, as provided.

History:

2016

Read first time. To print.
From printer. May be heard in committee January 5.

2017

Referred to Coms. on H. & C.D. and ED.
" `From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended. ` "
Re-referred to Com. on H. & C.D.
In committee: Hearing postponed by committee.
" `From committee: Amend, and do pass as amended and re-refer to Com. on ED. (Ayes 7. Noes 0.) (April 5). ` "
Read second time and amended.

Organization: SCAG

Position: Tracking

AB 53 (Steinorth R) Personal income taxes: deduction: homeownership savings accounts.

Introduced: 12/5/2016

Last Amended: 4/6/2017

Status: 4/6/2017-Read second time and amended.

Location: 4/6/2017-A. REV. & TAX

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Summary:

Would, on and after January 1, 2017, allow a deduction, not to exceed specified amounts, of the amount a qualified taxpayer, as defined, contributed in any taxable year to a homeownership savings account and would exclude from gross income any income earned on the moneys contributed to a homeownership savings account. The bill would provide that a qualified taxpayer may withdraw amounts from a homeownership savings account to pay for qualified homeownership savings expenses, defined as expenses paid or incurred in connection with the purchase of a principal residence in this state.

History:

2016

Read first time. To print.

From printer. May be heard in committee January 5.

2017

Referred to Coms. on H. & C.D. and REV. & TAX.

Coauthors revised.

"`From committee: Amend, and do pass as amended and re-refer to Com. on REV. & TAX. (Ayes 7. Noes 0.) (April 5).`"

Read second time and amended.

Organization: SCAG

Position: Tracking

AB 56 (Holden D) California Infrastructure and Economic Development Bank: housing.

Introduced: 12/6/2016

Last Amended: 3/28/2017

Status: 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Location: 3/27/2017-A. H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/19/2017 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, CHIU, Chair

Summary:

The Bergeson-Peace Infrastructure and Economic Development Bank Act defines, among other things, the terms "economic development facilities" and "public development facilities" for these purposes to exclude housing. This bill would revise the definitions of the terms "economic development facilities" and "public development facilities" for purposes of the act by deleting the prohibition on the financing of housing projects, thereby authorizing the bank to provide financial assistance to a housing project that otherwise meets the definition of "economic development facilities" or "public development facilities."

History:

2016

Read first time. To print.

From printer. May be heard in committee January 6.

2017

Read first time.

Referred to Coms. on H. & C.D. and J., E.D., & E.

From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Organization: SCAG

Position: Tracking

AB 63 (Frazier D) Driver's licenses: provisional licenses.

Introduced: 12/12/2016

Last Amended: 4/5/2017

Status: 4/6/2017-Measure version as amended on April 5 corrected. Re-referred to Com. on TRANS.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/17/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

During the first 12 months after issuance of a provisional license, existing law prohibits the licensee from driving between the hours of 11 p.m. and 5 a.m. and transporting passengers who are under 20 years of age. This bill would expand the scope of the provisional licensing program by extending the applicable age range for the program to 16 to under 21 years of age. By expanding the scope of the provisional licensing program, the violation of which constitutes an infraction, the bill would impose a state-mandated local program.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 12.

2017

Read first time.
 Referred to Com. on TRANS.
 In committee: Hearing postponed by committee.
 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Measure version as amended on April 5 corrected. Re-referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 65 (Patterson R) Transportation bond debt service.

Introduced: 12/13/2016
Status: 1/19/2017-Referred to Com. on TRANS.
Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.

History:

2016

Introduced. To print.
 From printer. May be heard in committee January 13.

2017

Read first time.
 Referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 66 (Patterson R) High-Speed Rail Authority: reports.

Introduced: 12/13/2016
Status: 3/20/2017-In committee: Set, first hearing. Hearing canceled at the request of author.
Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/24/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Would require the business plan of the High-Speed Rail Authority to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.

History:

2016

Introduced. To print.
 From printer. May be heard in committee January 13.

2017

Read first time.
 Referred to Com. on TRANS.
 Coauthors revised.
 In committee: Set, first hearing. Hearing canceled at the request of author.

Organization: SCAG
Position: Tracking

AB 69 (Allen, Travis R) State highways: roadside rests.

Introduced: 12/16/2016

Status: 1/4/2017-Read first time.

Location: 12/16/2016-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Current law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Current law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 18.

2017

Read first time.

Organization: SCAG

Position: Tracking

AB 71 (Chiu D) Income taxes: credits: low-income housing: farmworker housing.

Introduced: 12/16/2016

Last Amended: 3/2/2017

Status: 3/8/2017-From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 5. Noes 2.) (March 8). Re-referred to Com. on REV. & TAX.

Location: 3/8/2017-A. REV. & TAX

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 2018, increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects to \$300,000,000, as specified, and would allocate to farmworker housing projects \$25,000,000 per year of that amount. The bill would delete that special needs exception and authorization to request state credits provided the applicant is not requesting a 130% basis adjustment for purposes of the federal credit amount.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 18.

2017

Read first time.

Referred to Coms. on H. & C.D. and REV. & TAX.

Coauthors revised.

From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Re-referred to Com. on H. & C.D.

From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 5. Noes 2.) (March 8). Re-referred to Com. on REV. & TAX.

Organization: SCAG

Position: Tracking

AB 72 (Santiago D) Attorney General: enforcement: housing laws.

Introduced: 12/16/2016

Status: 3/30/2017-Referred to Com. on H. & C.D.

Location: 3/30/2017-A. H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law provides that the Attorney General has charge of all legal matters in which the state is interested, except as specified. This bill would appropriate \$_____ from the General Fund to the Attorney General to fund the Attorney General's duties in enforcing specified laws relating to housing. The bill would require the Attorney General to report to the Assembly Committee on Housing and Community

Development and the Senate Committee on Transportation and Housing on or before December 31, 2018, and each year thereafter on the expenditure of the funds.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 18.

2017

Read first time.

Referred to Com. on H. & C.D.

Organization: SCAG

Position: Tracking

AB 73 (Chiu D) Planning and zoning: housing sustainability districts.

Introduced: 12/16/2016

Last Amended: 3/28/2017

Status: 4/6/2017-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 5. Noes 0.) (April 5). Re-referred to Com. on NAT. RES.

Location: 4/6/2017-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Calendar:

4/24/2017 Upon adjournment of Session - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, GARCIA, Chair

Summary:

Would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Office of Planning and Research for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 18.

2017

Read first time.

Referred to Coms. on L. GOV. and NAT. RES.

Coauthors revised.

From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Re-referred to Com. on L. GOV.

From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 5. Noes 0.) (April 5). Re-referred to Com. on NAT. RES.

Organization: SCAG

Position: Tracking

AB 74 (Chiu D) Housing.

Introduced: 12/16/2016

Status: 4/5/2017-In committee: Set, first hearing. Referred to suspense file.

Location: 3/21/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Summary:

Would require Department of Housing and Community Development to, on or before October 1, 2018, establish the Housing for a Healthy California Program and on or before April 1, 2019, and every year thereafter, subject to on appropriation by the Legislature, award grants on a competitive basis to eligible grant applicants based on guidelines that HCD would draft, as prescribed, and other requirements. The bill would provide that an applicant is eligible for a grant under the program if the applicant meets specified requirements. This bill contains other related provisions.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 18.

2017

Read first time.

Referred to Coms. on H. & C.D. and HEALTH.

Coauthors revised.

From committee: Do pass and re-refer to Com. on HEALTH. (Ayes 6. Noes 1.) (March 8). Re-referred to Com. on HEALTH.

From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 1.) (March 21). Re-referred to Com. on APPR.

In committee: Set, first hearing. Referred to suspense file.

Organization: SCAG

Position: Tracking

AB 87 (Ting D) Autonomous vehicles.

Introduced: 1/5/2017

Status: 3/20/2017-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under current law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions.

History:

2017

Read first time. To print.

From printer. May be heard in committee February 5.

Referred to Coms. on TRANS. and C. & C.

In committee: Set, first hearing. Hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

AB 91 (Cervantes D) High-occupancy vehicle lanes.

Introduced: 1/9/2017

Last Amended: 3/22/2017

Status: 4/5/2017-In committee: Set, first hearing. Referred to suspense file.

Location: 3/20/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions.

History:

2017

Read first time. To print.

From printer. May be heard in committee February 9.

Referred to Com. on TRANS.

From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (March 20).

Read second time and amended.

Re-referred to Com. on APPR.

In committee: Set, first hearing. Referred to suspense file.

Organization: SCAG

Position: Tracking

AB 96 (Ting D) Budget Act of 2017.

Introduced: 1/10/2017

Status: 1/19/2017-Referred to Com. on BUDGET.

Location: 1/19/2017-A. BUDGET

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

This bill would make appropriations for the support of state government for the 2017-18 fiscal year. This bill contains other related provisions.

History:

2017

Read first time. To print.

From printer.

Referred to Com. on BUDGET.

Organization: SCAG

Position: Tracking

AB 151 (Burke D) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report.

Introduced: 1/11/2017

Last Amended: 3/2/2017

Status: 3/6/2017-Re-referred to Com. on NAT. RES.

Location: 3/2/2017-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require the State Air Resources Board to report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance, and assistance before adopting guidelines and regulations implementing the scoping plan and a regulation ensuring statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill contains other related provisions and other existing laws.

History:

2017

Read first time. To print.

From printer. May be heard in committee February 11.

Referred to Com. on NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.

Re-referred to Com. on NAT. RES.

Organization: SCAG

Position: Tracking

AB 174 (Bigelow R) California Transportation Commission: membership.

Introduced: 1/17/2017

Status: 1/30/2017-Referred to Com. on TRANS.

Location: 1/30/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/24/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Current law provides that the California Transportation Commission consists of 13 members, 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, 1 is appointed by the Senate Committee on Rules, and 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.

History:

2017

Read first time. To print.

From printer. May be heard in committee February 17.

Referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 179 (Cervantes D) California Transportation Commission.

Introduced: 1/18/2017
Last Amended: 2/14/2017
Status: 2/15/2017-Re-referred to Com. on TRANS.
Location: 1/30/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:
4/24/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:
Current law creates the California Transportation Commission Current law provides that the commission consists of 13 members: 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, one is appointed by the Senate Committee on Rules, and one is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that 7 of those voting members have specified qualifications

History:
2017
Read first time. To print.
From printer. May be heard in committee February 18.
Referred to Com. on TRANS.
From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
Re-referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 196 (Bigelow R) Greenhouse Gas Reduction Fund: water supply and wastewater systems.

Introduced: 1/19/2017
Last Amended: 3/6/2017
Status: 3/21/2017-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 14. Noes 0.) (March 21). Re-referred to Com. on NAT. RES.
Location: 3/21/2017-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:
4/17/2017 Upon adjournment of Session - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, GARCIA, Chair

Summary:
Current law requires moneys from the Greenhouse Gas Reduction Fund to be allocated for the purpose of reducing greenhouse gas emissions in this state and satisfying other purposes. Current law authorizes specified investments, including water use and supply, if the investment furthers the regulatory purposes of the California Global Warming Solutions Act of 2006 and is consistent with law. This bill would authorize the use of the moneys in the fund for electric pump efficiency, water and wastewater systems, pump and pump motor efficiency improvements, and drinking water transmission and distribution systems' water loss if the investment furthers the regulatory purposes of the act and is consistent with law.

History:
2017
Read first time. To print.
From printer. May be heard in committee February 19.
Referred to Coms. on W.,P., & W. and NAT. RES.
From committee chair, with author's amendments: Amend, and re-refer to Com. on W.,P., & W. Read second time and amended.
Re-referred to Com. on W.,P., & W.
From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 14. Noes 0.) (March 21). Re-referred to Com. on NAT. RES.

Organization: SCAG
Position: Tracking

AB 199 (Chu D) Public works: private residential projects.

Introduced: 1/23/2017

Last Amended: 4/6/2017

Status: 4/6/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.

Location: 3/16/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law exempts private residential projects built on private property from certain requirements for projects that are defined as "public works," including, among other requirements, the payment of prevailing wages, unless the project is built pursuant to an agreement with a state agency, redevelopment agency, or local public housing authority. This bill would make the above-referenced exemption for private residential projects additionally inapplicable to a project built pursuant to an agreement with a successor agency to a redevelopment agency, as specified.

History:

2017

Read first time. To print.

From printer. May be heard in committee February 23.

Referred to Com. on L. & E.

From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (March 15). Re-referred to Com. on APPR.

"` From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended. `"

Organization: SCAG

Position: Tracking

AB 215 (Rodriguez D) Los Angeles-Pasadena Foothill Extension Gold Line light rail project: San Bernardino County Transportation Authority.

Introduced: 1/24/2017

Last Amended: 2/28/2017

Status: 3/1/2017-Re-referred to Com. on TRANS.

Location: 2/27/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and identifies the City of Montclair, which is in the County of Bernardino, as an "extension city." This bill would appropriate \$30,000,000 from the General Fund to the San Bernardino County Transportation Authority for the purpose of funding the project extension to the City of Montclair.

History:

2017

Read first time. To print.

From printer. May be heard in committee February 24.

Referred to Com. on TRANS.

From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Re-referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 239 (Ridley-Thomas D) California Environmental Quality Act: urbanized areas.

Introduced: 1/30/2017

Status: 2/6/2017-Referred to Com. on NAT. RES.

Location: 2/6/2017-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/24/2017 Upon adjournment of Session - State Capitol, Room 447 ASSEMBLY NATURAL

RESOURCES, GARCIA, Chair

Summary:

CEQA defines the terms "urban area" and "urbanized area" to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 2.
Referred to Com. on NAT. RES.

Organization: SCAG

Position: Tracking

AB 278 (Steinorth R) California Environmental Quality Act: exemption: existing transportation infrastructure.

Introduced: 2/2/2017

Status: 3/20/2017-VOTE: Reconsideration. (FAIL)

Location: 2/13/2017-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 5.
Referred to Coms. on NAT. RES. and TRANS.
Coauthors revised.
Coauthors revised.

Organization: SCAG

Position: Tracking

AB 330 (Cooley D) Highway safety.

Introduced: 2/7/2017

Last Amended: 3/20/2017

Status: 4/4/2017-From committee: Do pass and re-refer to Com. on PUB. S. (Ayes 13. Noes 0.) (April 3).
Re-referred to Com. on PUB. S.

Location: 4/3/2017-A. PUB. S.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/25/2017 9 a.m. - State Capitol, Room 126 ASSEMBLY PUBLIC SAFETY, JONES-SAWYER, Chair

Summary:

Current law prohibits a person while having 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle and concurrently doing any act forbidden by law, or neglecting any duty imposed by law in driving the vehicle, when the act or neglect proximately causes bodily injury to a person other than the driver. This bill would authorize the court to order a person convicted of a crime described above to enroll and participate in, and successfully complete, a qualified "24/7 Sobriety program," as defined, as a condition of probation, parole, sentence, or work permit, if the program is available and deemed appropriate, and the person committed the crime within 10 years of one or more separate crimes described above that resulted in a conviction.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 10.
Referred to Coms. on TRANS. and PUB. S.
In committee: Hearing postponed by committee.
From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second

time and amended.

Re-referred to Com. on TRANS.

In committee: Set, first hearing. Hearing canceled at the request of author.

From committee: Do pass and re-refer to Com. on PUB. S. (Ayes 13. Noes 0.) (April 3). Re-referred to Com. on PUB. S.

Organization: SCAG

Position: Tracking

AB 342 (Chiu D) Vehicles: automated speed enforcement: five-year pilot program.

Introduced: 2/7/2017

Last Amended: 4/6/2017

Status: 4/6/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. On P. & C.P. Read second time and amended.

Location: 3/23/2017-A. P. & C.P.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/18/2017 1:30 p.m. - State Capitol, Room 126 ASSEMBLY PRIVACY AND CONSUMER PROTECTION, CHAU, Chair

Summary:

Would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an automated speed enforcement system (ASE system) for speed limit enforcement on certain streets, if the system meets specified requirements, including that the presence of a fixed or mobile ASE system is clearly identified by signs, as specified, and trained peace officers or other trained designated municipal employees are utilized to oversee the operation of the fixed and mobile ASE systems.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 10.

Referred to Coms. on TRANS. and P. & C.P.

"` From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended. `"

Re-referred to Com. on TRANS.

Re-referred to Coms. on P. & C.P. and TRANS. pursuant to Assembly Rule 96.

"` In committee: Set, first hearing. Hearing canceled at the request of author. `"

"` From committee chair, with author's amendments: Amend, and re-refer to Com. on P. & C.P. Read second time and amended. `"

Organization: SCAG

Position: Tracking

AB 344 (Melendez R) Toll evasion violations.

Introduced: 2/7/2017

Status: 4/6/2017-Read third time. Passed. Ordered to the Senate.

Location: 4/6/2017-S. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. This bill contains other existing laws.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 10.

Referred to Com. on TRANS.

From committee: Do pass. (Ayes 14. Noes 0.) (March 27).

Read second time. Ordered to third reading.

Read third time. Passed. Ordered to the Senate.

Organization: SCAG
Position: Tracking

AB 351 (Melendez R) Transportation funding.

Introduced: 2/8/2017
Status: 2/21/2017-Referred to Com. on TRANS.
Location: 2/21/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 11.
Referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 467 (Mullin D) Local transportation authorities: transactions and use taxes.

Introduced: 2/13/2017
Status: 4/6/2017-From committee: Amend, and do pass as amended and re-refer to Com. on E. & R. (Ayes 9. Noes 0.) (April 5).
Location: 4/6/2017-A. E. & R.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/17/2017 #14 ASSEMBLY SECOND READING FILE -- ASSEMBLY BILLS

Summary:

Current law provides for the Local Transportation Authority to adopt a transportation expenditure plan for the proceeds of the retail transactions and use tax, and requires the entire adopted transportation expenditure plan to be included in the voter information handbook sent to voters. This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 16.
Referred to Coms. on L. GOV. and E. & R.
From committee: Amend, and do pass as amended and re-refer to Com. on E. & R. (Ayes 9. Noes 0.) (April 5).

Organization: SCAG
Position: Tracking

AB 496 (Fong R) Transportation funding.

Introduced: 2/13/2017
Last Amended: 2/28/2017
Status: 3/1/2017-Re-referred to Com. on TRANS.
Location: 2/27/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues

attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 16.

Referred to Coms. on TRANS. and NAT. RES.

From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Re-referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 515 (Frazier D) State Highway System Management Plan.

Introduced: 2/13/2017

Status: 3/21/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (March 20). Re-referred to Com. on APPR.

Location: 3/21/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require the Department of Transportation to prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 16.

Referred to Com. on TRANS.

From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (March 20). Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

AB 544 (Bloom D) Vehicles: high-occupancy vehicle lanes.

Introduced: 2/13/2017

Last Amended: 3/21/2017

Status: 3/21/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Location: 3/20/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/24/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Would extend the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that identifiers issued for those specified vehicles are valid until January 1, 2019. The bill would authorize the Department of Motor Vehicles to issue other identifiers until the date federal authorization expires, or until the Secretary of State receives a certain notice, whichever occurs first.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 16.

Referred to Com. on TRANS.

From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second

time and amended.

Organization: SCAG

Position: Tracking

AB 548 (Steinorth R) Omnitrans Transit District.

Introduced: 2/14/2017

Last Amended: 4/4/2017

Status: 4/5/2017-Re-referred to Com. on TRANS.

Location: 3/23/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/17/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and unspecified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 17.

Referred to Coms. on TRANS. and L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Re-referred to Com. on TRANS.

From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Re-referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 636 (Irwin D) Local streets and roads: expenditure reports.

Introduced: 2/14/2017

Last Amended: 3/28/2017

Status: 4/6/2017-Read second time. Ordered to Consent Calendar.

Location: 4/6/2017-A. CONSENT CALENDAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/17/2017 #96 ASSEMBLY CONSENT CALENDAR 1ST DAY-ASSEMBLY BILLS

Summary:

Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 17.

Referred to Com. on TRANS.

From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (March 20). Re-referred to Com. on APPR.

From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.

Re-referred to Com. on APPR.

From committee: Do pass. To Consent Calendar. (Ayes 17. Noes 0.) (April 5).

Read second time. Ordered to Consent Calendar.

Organization: SCAG

Position: Tracking

AB 758 (Eggman D) Transportation: Tri-Valley-San Joaquin Valley Regional Rail Authority.

Introduced: 2/15/2017

Last Amended: 3/21/2017

Status: 3/21/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Location: 3/20/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/24/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Would establish the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning and delivering a cost effective and responsive interregional rail connection between the San Joaquin Valley and the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, that meets the goals and objectives of the community. The bill would require the authority's governing board to be composed of 14 representatives and would authorize the authority to appoint an executive who may appoint staff or retain consultants. The bill would provide specified authorizations and duties to the authority.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 18.

Referred to Com. on TRANS.

From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Organization: SCAG

Position: Tracking

AB 943 (Santiago D) Land use regulations: local initiatives: voter approval.

Introduced: 2/16/2017

Status: 3/2/2017-Referred to Coms. on L. GOV. and E. & R.

Location: 3/2/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

5/3/2017 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary:

Current law establishes procedures by which city ordinances may be enacted by initiative, including requiring that an ordinance proposed by the voters or submitted by the legislative body of the city be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance that would curb, delay, or deter growth or development within a city, require that an ordinance proposed by the voters or submitted by the legislative body of the city receive 2/3 of the votes cast on the ordinance in order to become effective. The bill would declare that it addresses a matter of statewide concern.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 19.

Referred to Coms. on L. GOV. and E. & R.

Organization: SCAG

Position: Tracking

AB 1060 (Burke D) Enhanced infrastructure financing districts.

Introduced: 2/16/2017

Status: 3/6/2017-Referred to Coms. on L. GOV. and TRANS.

Location: 3/6/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/19/2017 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary:

Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to create an enhanced infrastructure financing district.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 19.
Referred to Coms. on L. GOV. and TRANS.

Organization: SCAG

Position: Tracking

AB 1113 (Bloom D) State Transit Assistance program.

Introduced: 2/17/2017

Last Amended: 3/28/2017

Status: 3/29/2017-Re-referred to Com. on TRANS. In committee: Hearing postponed by committee.

Location: 3/9/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/17/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Current law requires funds in the Public Transportation Account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) program. Current requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 21.
Referred to Com. on TRANS.
From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
Re-referred to Com. on TRANS. In committee: Hearing postponed by committee.

Organization: SCAG

Position: Tracking

AB 1189 (Garcia, Eduardo D) Riverside County Transportation Commission: transactions and use tax.

Introduced: 2/17/2017

Last Amended: 3/16/2017

Status: 4/6/2017-From committee: Do pass. (Ayes 6. Noes 2.) (April 5).

Location: 3/9/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/17/2017 #11 ASSEMBLY SECOND READING FILE -- ASSEMBLY BILLS

Summary:

Current law authorizes the Riverside County Transportation Commission to impose a transactions and use tax for transportation purposes subject to approval of the voters, which, pursuant to the California Constitution, requires approval of 2/3 of the voters. Current law provides that the maximum tax rate that may be imposed by the commission is 1/2 of 1%, or any lesser percentage. This bill would authorize the commission to impose a maximum tax rate for transportation purposes of 1%, subject to voter approval. The bill would prohibit the commission from imposing a tax rate other than 1%, or 3/4, 1/2, or 1/4 of 1% unless specifically authorized by statute.

History:

2017

Read first time. To print.
 From printer. May be heard in committee March 21.
 Referred to Com. on L. GOV.
 From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.
 Re-referred to Com. on L. GOV.
 From committee: Do pass. (Ayes 6. Noes 2.) (April 5).

Organization: SCAG
Position: Tracking

AB 1282 (Mullin D) Transportation Permitting Taskforce.

Introduced: 2/17/2017
Last Amended: 4/4/2017
Status: 4/5/2017-Re-referred to Com. on TRANS.
Location: 3/13/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:
 4/17/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:
 Would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified state entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements.

History:
2017
 Read first time. To print.
 From printer. May be heard in committee March 21.
 Referred to Com. on TRANS.
 In committee: Hearing postponed by committee.
 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Re-referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 1350 (Friedman D) Land use: housing element: regional housing need: noncompliant cities and counties: penalty.

Introduced: 2/17/2017
Last Amended: 3/27/2017
Status: 3/28/2017-Re-referred to Com. on L. GOV.
Location: 3/16/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:
 4/19/2017 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary:
 The Planning and Zoning Law requires that assessment to include the city's or county's share of the regional housing need, as determined by the Department of Housing and Community Development in consultation with each council of governments, and requires a council of governments to develop a proposed methodology for distributing the existing and projected regional housing need, as specified. This bill would require a noncompliant city or county, as defined, to pay a penalty, as provided, to the Department of Housing and Community Development.

History:
2017
 Read first time. To print.
 From printer. May be heard in committee March 21.
 Referred to Coms. on L. GOV. and H. & C.D.
 From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.
 Re-referred to Com. on L. GOV.

Organization: SCAG
Position: Tracking

AB 1489 (Brough R) Architects Practice Act.

Introduced: 2/17/2017
Status: 3/16/2017-Referred to Com. on B. & P.
Location: 3/16/2017-A. B.&P.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Under current law, a licensed architect who signs and stamps plans, specifications, reports, or documents is not responsible for damage caused by subsequent changes to or uses of those plans, specifications, reports, or documents, where the subsequent changes or uses are not authorized or approved in writing by the licensed architect who originally signed the plans, specifications, reports, or documents, as provided. This bill would additionally provide that a licensed architect is not responsible for damage caused by construction deviating from a permitted set of plans, specifications, reports, or documents.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 21.
Referred to Com. on B. & P.

Organization: SCAG
Position: Tracking

AB 1523 (Oberholte R) Local agencies: contracts: design-build projects.

Introduced: 2/17/2017
Last Amended: 3/28/2017
Status: 3/28/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.
Location: 3/27/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/26/2017 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary:

Would modify the design-build procurement authorization for entities responsible for the construction of transit projects to also apply to entities responsible for the construction of transportation projects. The bill, for cities and counties, would include local streets and roads among those projects eligible for the design-build procurement process. The bill, for entities responsible for the construction of transportation projects, would include the construction of local street and road projects among those projects eligible for the design-build procurement process. This bill contains other existing laws.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 21.
Referred to Com. on L. GOV.
From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Organization: SCAG
Position: Tracking

ACA 4 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Introduced: 2/17/2017
Status: 2/19/2017-From printer. May be heard in committee March 21.
Location: 2/17/2017-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Local government financing: affordable housing and public infrastructure: voter approval.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 21.

Organization: SCAG

Position: Tracking

SB 1 (Beall D) Transportation funding.

Introduced: 12/5/2016

Last Amended: 4/3/2017

Status: 4/6/2017-Read third time. Urgency clause adopted. Passed. (Ayes 27. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk. Art. IV. Sec. 8(b)(1) of the Constitution dispensed with. (Ayes 54. Noes 25.) Assembly Rule 63 suspended. (Ayes 54. Noes 25.) Read third time. Urgency clause adopted. Passed. (Ayes 54. Noes 26.) Ordered to the Senate. In Senate. Held at Desk.

Location: 4/6/2017-S. ENROLLMENT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. This bill contains other related provisions and other existing laws.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print. (Corrected December 6).
From printer. May be acted upon on or after January 5.

2017

Referred to Com. on RLS. From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
Re-referred to Coms. on T. & H., EQ., and GOV. & F.
Set for hearing February 14.
From committee: Do pass and re-refer to Com. on EQ. (Ayes 8. Noes 3. Page 192.) (February 14). Re-referred to Com. on EQ.
Set for hearing February 22.
From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 4. Noes 2. Page 253.) (February 22).
Re-referred to Com. on GOV. & F.
Set for hearing March 1.
March 1 hearing postponed by committee.
Set for hearing March 8.
From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1. Page 327.) (March 8). Re-referred to Com. on APPR.
Set for hearing April 3. From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.
From committee: Do pass as amended. (Ayes 5. Noes 2.) (April 3). Senate Rule 29 suspended. (Ayes 26. Noes 11.) Read second time and amended. Ordered to third reading. Published April 3 at 2:39 p.m. Read third time. Urgency clause adopted. Passed. (Ayes 27. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk. Art. IV. Sec. 8(b)(1) of the Constitution dispensed with. (Ayes 54. Noes 25.) Assembly Rule 63 suspended. (Ayes 54. Noes 25.) Read third time. Urgency clause adopted. Passed. (Ayes 54. Noes 26.) Ordered to the Senate. In Senate. Held at Desk.

Organization: SCAG

Position: Tracking

SB 2 (Atkins D) Building Homes and Jobs Act.

Introduced: 12/5/2016

Last Amended: 3/23/2017

Status: 4/3/2017-April 3 hearing: Placed on APPR. suspense file.

Location: 4/3/2017-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations

relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.
From printer. May be acted upon on or after January 5.

2017

Referred to Coms. on T. & H. and GOV. & F.
Set for hearing February 28. From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 9. Noes 3. Page 288.) (February 28).
Re-referred to Com. on GOV. & F.
Set for hearing March 15. From committee with author's amendments. Read second time and amended.
Re-referred to Com. on GOV. & F.
Set for hearing March 15.
From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 371.) (March 15).
Read second time and amended. Re-referred to Com. on APPR.
From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.
Set for hearing April 3.
April 3 hearing: Placed on APPR. suspense file.

Organization: SCAG

Position: Tracking

SB 3 (Beall D) Affordable Housing Bond Act of 2018.

Introduced: 12/5/2016

Last Amended: 3/28/2017

Status: 4/3/2017-April 3 hearing: Placed on APPR. suspense file.

Location: 4/3/2017-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would enact the Affordable Housing Bond Act of 2018, which, if adopted, would authorize the issuance of bonds in the amount of \$3,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as provided.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print. (Corrected December 6).
From printer. May be acted upon on or after January 5.

2017

Referred to Coms. on T. & H. and GOV. & F.
Set for hearing February 28.
From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 10. Noes 2. Page 288.) (February 28).
Re-referred to Com. on GOV. & F.
Set for hearing March 22.
From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.
From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 444.) (March 22). Re-referred to Com. on APPR.
Set for hearing April 3.
From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.
April 3 hearing: Placed on APPR. suspense file.

Organization: SCAG

Position: Tracking

SB 4 (Mendoza D) Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act.

Introduced: 12/5/2016

Status: 4/5/2017-Set for hearing April 19.

Location: 3/29/2017-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/19/2017 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair

Summary:

Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds as follows: \$200,000,000 to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund; \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$200,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after January 5.

2017

Referred to Coms. on T. & H., EQ., and GOV. & F.

Set for hearing March 7.

From committee: Do pass and re-refer to Com. on EQ. (Ayes 8. Noes 4. Page 327.) (March 7). Re-referred to Com. on EQ.

Set for hearing March 29.

From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 4. Noes 2.) (March 29). Re-referred to Com. on GOV. & F.

Set for hearing April 19.

Organization: SCAG

Position: Tracking

SB 5 (De León D) California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018.

Introduced: 12/5/2016

Last Amended: 3/28/2017

Status: 4/5/2017-Set for hearing April 17.

Location: 3/28/2017-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/17/2017 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Would enact the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3,000,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after January 5.

2017

Referred to Coms. on N.R. & W. and GOV. & F.

Set for hearing March 14.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on N.R. & W.

March 14 set for first hearing canceled at the request of author.

Set for hearing March 7.

From committee: Do pass as amended and re-refer to Com. on GOV. & F. (Ayes 7. Noes 2. Page 322.) (March 7).

Read second time and amended. Re-referred to Com. on GOV. & F.

Set for hearing March 22.

From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 1. Page 444.) (March 22).

Read second time and amended. Re-referred to Com. on APPR.

Set for hearing April 17.

Organization: SCAG

Position: Tracking

SB 19 (Hill D) Public Utilities Commission: duties and responsibilities: governance.

Introduced: 12/5/2016

Last Amended: 3/14/2017

Status: 4/6/2017-Withdrawn from committee. Re-referred to Com. on APPR.

Location: 4/6/2017-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/17/2017 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Would prohibit an executive of a public utility from serving as a commissioner within 2 years after leaving the employment of the utility. The bill would require the Public Utilities Commission to maintain an updated Conflict of Interest Code and Statement of Incompatible Activities. The bill would establish an ethics officer within the legal division of the commission. The ethics officer would be appointed by the commission and would be responsible for instituting a program of enhanced ethics training for all commissioners and employees of the commission.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after January 5.

2017

Referred to Coms. on E., U. & C., JUD., and RLS.

Set for hearing March 21.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U. & C.

From committee: Do pass and re-refer to Com. on JUD. (Ayes 10. Noes 0. Page 429.) (March 21). Re-referred to Com. on JUD.

Set for hearing April 4.

From committee: Do pass and re-refer to Com. on RLS. (Ayes 6. Noes 0.) (April 4). Re-referred to Com. on RLS.

Withdrawn from committee. Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

SB 20 (Hill D) Vehicles: buses: seatbelts.

Introduced: 12/5/2016

Last Amended: 4/6/2017

Status: 4/6/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

Location: 3/28/2017-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/17/2017 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Would require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt and would require a motor carrier to maintain those safety belts in good working order for the use of the passengers. The bill would exempt a passenger leaving his or her seat to use an onboard bathroom from the seatbelt requirement. The bill would also require a motor carrier operating a bus equipped with safety belts to either: (1) require the bus driver to inform passengers of the requirement to wear a seatbelt or (2) post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after January 5.

2017

Referred to Com. on T. & H.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Set for hearing March 28.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (March 28). Re-referred to Com. on APPR.

Set for hearing April 17.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

SB 35 (Wiener D) Planning and zoning: affordable housing: streamlined approval process.

Introduced: 12/5/2016

Last Amended: 4/4/2017

Status: 4/4/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Location: 3/8/2017-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

The Planning and Zoning Law requires a planning agency, after a legislative body has adopted all or part of a general plan, to provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the general plan and progress in meeting the community's share of regional housing needs. This bill would require the planning agency to include in its annual report specified information regarding units of housing, including rental housing and housing designated for homeownership, that have secured all approvals from the local government and special districts needed to qualify for a building permit.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after January 5.

2017

Referred to Com. on RLS.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Re-referred to Coms. on T. & H. and GOV. & F.

Set for hearing February 28.

February 28 hearing postponed by committee.

Set for hearing March 7.

From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 7. Noes 3. Page 327.) (March 7). Re-referred to Com. on GOV. & F.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Organization: SCAG

Position: Tracking

SB 37 (Roth D) Local government finance: property tax revenue allocations: vehicle license fee adjustments.

Introduced: 12/5/2016

Status: 4/3/2017-April 3 hearing: Placed on APPR. suspense file.

Location: 4/3/2017-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, existing law requires that each city, county, and city and county receive additional property tax revenues in the form of a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund

that exists in each county treasury. Current law requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would modify these reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2017–18 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.
From printer. May be acted upon on or after January 5.

2017

Referred to Com. on GOV. & F.
Set for hearing March 15.
Set for hearing March 15.
From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 371.) (March 15). Re-referred to Com. on APPR.
Set for hearing April 3.
April 3 hearing: Placed on APPR. suspense file.

Organization: SCAG

Position: Tracking

SB 72 (Mitchell D) Budget Act of 2017.

Introduced: 1/10/2017

Status: 1/11/2017-From printer. Referred to Com. on B. & F.R.

Location: 1/11/2017-S. BUDGET & F.R.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

This bill would make appropriations for the support of state government for the 2017–18 fiscal year. This bill contains other related provisions.

History:

2017

Introduced. Read first time. To print.
From printer. Referred to Com. on B. & F.R.

Organization: SCAG

Position: Tracking

SB 150 (Allen D) Regional transportation plans.

Introduced: 1/18/2017

Last Amended: 4/6/2017

Status: 4/6/2017-Read second time and amended. Re-referred to Com. on T. & H.

Location: 4/6/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/25/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair

Summary:

Would require the State Air Resources Board to update the greenhouse gas emission reduction targets, as specified. The bill would require the sustainable communities strategy or alternative planning strategy to include an appendix that outlines the region’s transportation planning and programming activities, with transportation projects to be prioritized based on a project’s ability to meet certain criteria and objectives relative to reduction in criteria air pollutants and vehicle miles traveled and maximization of cobenefits such as public health, social equity, and conservation.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.
From printer. May be acted upon on or after February 18.
Referred to Com. on RLS.
From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
Re-referred to Coms. on EQ. and T. & H.

Set for hearing April 5.
 From committee: Do pass as amended and re-refer to Com. on T. & H. (Ayes 5. Noes 2.) (April 5).
 Read second time and amended. Re-referred to Com. on T. & H.

Organization: SCAG
Position: Tracking

SB 224 (Jackson D) California Environmental Quality Act: baseline conditions.

Introduced: 2/2/2017

Last Amended: 4/5/2017

Status: 4/5/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on EQ.

Location: 2/16/2017-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/19/2017 8:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair

Summary:

Would require the Office of Planning and Research, on or after January 1, 2018, at the time of the next review of the guidelines, to prepare, develop, and transmit to the secretary proposed changes or amendments to determine the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment. The bill would require the office, in developing the recommendations to limit the consideration of modifications to the environment at the project site cause by certain actions. The bill would require the secretary to certify and adopt the recommended proposed changes or amendments.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 5.

Referred to Com. on EQ.

Set for hearing April 19.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on EQ.

Organization: SCAG

Position: Tracking

SB 263 (Leyva D) Climate Assistance Centers.

Introduced: 2/8/2017

Last Amended: 3/21/2017

Status: 4/5/2017-From committee: Do pass and re-refer to Com. on N.R. & W. (Ayes 5. Noes 2.) (April 5). Re-referred to Com. on N.R. & W.

Location: 4/5/2017-S. N.R. & W.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/25/2017 9 a.m. - Room 112 SENATE NATURAL RESOURCES AND WATER, HERTZBERG, Chair

Summary:

Would require the Strategic Growth Council to establish no less than 10 regional climate assistance centers, as specified. The bill would require the climate assistance centers to provide to target user groups technical assistance in applying for moneys, provide to target user groups assistance and training in project management and implementation, and work with local organizations to formulate policy ideas that accomplish specified goals. The bill would authorize the council and climate assistance centers to solicit and accept nonstate money.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 11.

Referred to Coms. on EQ. and N.R. & W.

Set for hearing March 29.

March 29 hearing postponed by committee.

Set for hearing April 5.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on EQ.

From committee: Do pass and re-refer to Com. on N.R. & W. (Ayes 5. Noes 2.) (April 5). Re-referred to Com. on N.R. & W.

Organization: SCAG

Position: Tracking

SB 264 (Nguyen R) High-occupancy toll lanes: Interstate 405 Improvement Project high-occupancy toll lanes.

Introduced: 2/8/2017

Last Amended: 4/4/2017

Status: 4/6/2017-Re-referred to Com. on T. & H.

Location: 4/6/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law requires certain excess revenue generated by the toll facility to be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency, as provided. This bill would instead require net excess toll revenues, as defined, received from high-occupancy toll lanes on a specified portion of an approximately 16-mile-long project corridor in the County of Orange on Interstate 405 and that traverses the Cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach to be allocated to the Orange County Transportation Authority and certain project corridor jurisdictions according to a specified schedule.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 11.

Referred to Com. on RLS.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Re-referred to Com. on T. & H.

Organization: SCAG

Position: Tracking

SB 268 (Mendoza D) Los Angeles County Metropolitan Transportation Authority.

Introduced: 2/8/2017

Last Amended: 3/28/2017

Status: 3/28/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Location: 2/8/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law creates the Los Angeles County Metropolitan Transportation Authority which is governed by a 14-member board of directors and consists of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. Current law requires the authority to submit a plan to the Legislature for revising the composition of the authority, if the number of members of the board of supervisors is increased, within 60 days of the increase. This bill would delete this requirement.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 11.

Referred to Com. on RLS.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Organization: SCAG

Position: Tracking

SB 389 (Roth D) Department of Transportation: programmatic testing and inspection services.

Introduced: 2/14/2017

Last Amended: 3/21/2017

Status: 4/4/2017-Set for hearing April 18.

Location: 3/29/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/18/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair

Summary:

Would authorize the Department of Transportation to establish a special subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to routine programmatic testing and inspection services requested by a local agency or other entity that are not directly related to a particular project, including, but not limited to, aggregate qualifications, mix verifications, plant inspections, and laboratory certifications.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 17.

Referred to Com. on RLS.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Re-referred to Com. on T. & H.

Set for hearing April 18.

Organization: SCAG

Position: Tracking

SB 406 (Leyva D) Vehicles: high-occupancy vehicle lanes: exceptions.

Introduced: 2/15/2017

Last Amended: 3/23/2017

Status: 4/4/2017-Set for hearing April 25.

Location: 3/29/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/25/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair

Summary:

Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs, which lanes may also be used by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). A violation of provisions relating to HOV lane use by vehicles, including operating or owning a vehicle displaying a decal, label, or other identifier that was not issued to that vehicle, is a crime. This bill would similarly authorize a blood transport vehicle that is transporting blood between collection points and hospitals or storage centers to use HOV lanes.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 18.

Referred to Com. on RLS.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Re-referred to Com. on T. & H.

Set for hearing April 25.

Organization: SCAG

Position: Tracking

SB 414 (Vidak R) Transportation bonds: highway, street, and road projects.

Introduced: 2/15/2017

Status: 4/5/2017-April 4 set for first hearing. Failed passage in committee. Reconsideration granted.

Location: 2/23/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.
 From printer. May be acted upon on or after March 18.
 Referred to Coms. on T. & H. and GOV. & F.
 Set for hearing April 4.
 April 4 set for first hearing. Failed passage in committee. Reconsideration granted.

Organization: SCAG
Position: Tracking

SB 415 (Vidak R) High-speed rail: rights-of-way.

Introduced: 2/15/2017

Status: 4/5/2017-April 4 set for first hearing. Failed passage in committee. Reconsideration granted.

Location: 2/23/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Summary:

Would require the High-Speed Rail Authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes on or after January 1, 2018, within 3 years from the date of acquisition if the authority has not begun construction on the property or interest in the property within that 3-year period. For real property or an interest in real property acquired before January 1, 2018, the bill would require the authority to dispose of the property on or before January 1, 2021, or, for property subject to a lease as of January 1, 2018, within 3 years of the expiration of the lease, if the authority has not begun construction during those 3-year periods.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.
 From printer. May be acted upon on or after March 18.
 Referred to Com. on T. & H.
 Set for hearing April 4.
 April 4 set for first hearing. Failed passage in committee. Reconsideration granted.

Organization: SCAG
Position: Tracking

SB 540 (Roth D) Workforce Housing Opportunity Zone.

Introduced: 2/16/2017

Last Amended: 3/29/2017

Status: 4/5/2017-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 9. Noes 0.) (April 4). Re-referred to Com. on GOV. & F.

Location: 4/5/2017-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Calendar:

4/19/2017 8:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair

Summary:

Would authorize a local government, as defined, to establish a Workforce Housing Opportunity Zone by preparing an EIR pursuant to CEQA and adopting a specific plan that is required to include text and a diagram or diagrams containing specified information. The bill would require a local government that proposes to adopt a Workforce Housing Opportunity Zone to hold public hearings on the specific plan. The bill would authorize a local government, after a specific plan is adopted and the zone is formed, to impose a specific plan fee upon all persons seeking governmental approvals within the zone.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 19.

Referred to Coms. on T. & H., GOV. & F., and EQ.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Set for hearing March 28.

March 28 set for first hearing canceled at the request of author.

Set for hearing April 4.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Set for hearing April 5 in GOV. & F. pending receipt.

From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 9. Noes 0.) (April 4). Re-referred to Com. on GOV. & F.

Organization: SCAG

Position: Tracking

SB 614 (Hertzberg D) Public transportation agencies: administrative penalties.

Introduced: 2/17/2017

Last Amended: 4/5/2017

Status: 4/5/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Location: 3/2/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/18/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair

Summary:

Current law makes it a crime, punishable as an infraction or misdemeanor, as applicable, for a person to commit certain acts on or in a facility or vehicle of a public transportation system. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for and other passenger misconduct on or in a transit facility vehicle in lieu of the criminal penalties otherwise applicable. Current law requires these administrative penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the administrative penalties to be deposited with the public transportation agency that issued the citation.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 23.

Referred to Com. on T. & H.

Set for hearing April 18.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Organization: SCAG

Position: Tracking

SCA 6 (Wiener D) Local transportation measures: special taxes: voter approval.

Introduced: 2/13/2017

Last Amended: 3/29/2017

Status: 4/5/2017-From committee: Be adopted and re-refer to Com. on T. & H. (Ayes 5. Noes 2.) (April 5). Re-referred to Com. on T. & H.

Location: 4/5/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. The California Constitution provides that a proposed amendment of the constitution, upon submission to, and approval by, the voters takes effect the day after the election unless the measure provides otherwise. This measure would provide that the amendments of the constitution in this measure shall take effect on the date of the election.

History:**2017**

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 16.

Referred to Coms. on GOV. & F., T. & H., and RLS.

Set for hearing April 5.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

From committee: Be adopted and re-refer to Com. on T. & H. (Ayes 5. Noes 2.) (April 5). Re-referred to Com. on T. & H.

Organization: SCAG

Position: Tracking

Total Measures: 71

Total Tracking Forms: 71